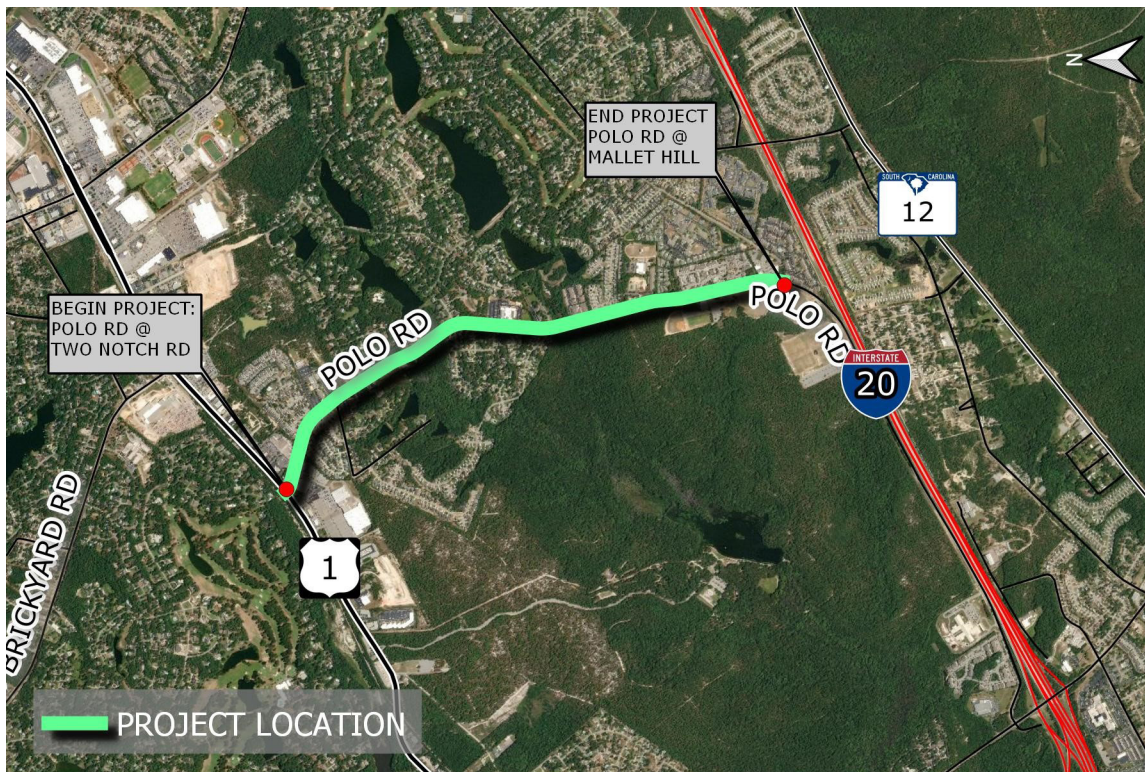




# TRANSPORTATION PROGRAM PUBLIC MEETING

## POLO ROAD WIDENING PUBLIC MEETING

Public Information Meeting – January 31, 2019



### WELCOME

The purpose of the meeting is to gather input from the local community, concerned citizens and project stakeholders on the widening of Polo Road including alternative bicycle and pedestrian accommodations. This meeting is being conducted in an informal, open house format. You are encouraged to review the various displays and discuss your questions or concerns with any of the project team at the meeting. You are also encouraged to provide written comments on the forms provided so that our team may have a written record of your concerns or suggestions.

### PROJECT OVERVIEW

As part of the Richland County Transportation Penny Program, Richland County is proposing to widen Polo Road for approximately 1.9 miles from Mallet Hill Road to Two Notch Road. The purpose of the project is to improve the safety and operational efficiency of Polo Road. The proposed project would include widening the existing roadway to a three-lane section consisting of one travel lane in each direction and a two-way left turn lane, which is a paved median. Bicycle and pedestrian accommodations are also proposed; refer to the back of the handout for optional accommodations.

### PROJECT PATH FORWARD

After the close of the comment period on February 15, 2019, the project team will review and consider all comments received for further development of the project. The information gathered from additional design studies, along with your input will be used to assist with selecting the final design for the proposed project.



# TRANSPORTATION PROGRAM PUBLIC MEETING

## POLO ROAD WIDENING PUBLIC MEETING

Public Information Meeting – January 31, 2019

### PROJECT TIMELINE

The project is currently in the conceptual design phase of the project. The following is an estimated schedule:

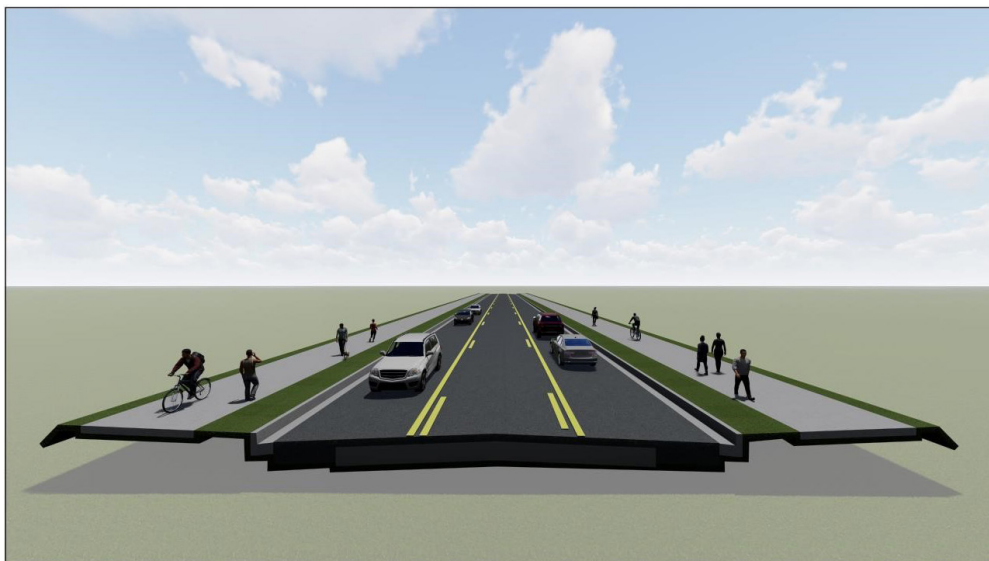
Second Public Meeting:	Late 2019
Begin Property Negotiations:	2020
Begin Construction:	2021

### BICYCLE AND PEDESTRIAN ALTERNATES

Roadway section would remain the same for both alternate typical sections.



Typical Section A  
On-street bike lanes and  
sidewalks.



Typical Section B  
Shared-use path\*  
*\*Shared-use path may be  
on one or both sides of the  
roadway.\**